

EMERGENCY VEHICLE OPERATOR “CLASS A”

Session 1-5
Managing Risk



MANAGING RISK



Overview

- Sleep Deprivation & The EVO
- Emotional Drivers
- Department Risk Controls
- Intersections
- Angle of Departure



SLEEP DEPRIVATION AND THE E.V.O.



Fatigue and Driving

- People often think that driver fatigue means falling asleep at the wheel
- Falling asleep is an extreme form of driver fatigue
- Fatigue is tiredness, weariness or exhaustion

SLEEP DEPRIVATION AND THE E.V.O.



Causes of Driver Fatigue

- Stress
- Lack of quality sleep
- Substance abuse
- Irregular work hours
- Irregular meal times/eating habits

SLEEP DEPRIVATION AND THE E.V.O.



Affects of Driver Fatigue

- Slowing reaction time
- Decreased awareness
- Impaired judgment
- Risky driving behaviors are increased



SLEEP DEPRIVATION AND THE E.V.O.

Signs and Symptoms of Fatigue

- Forgetfulness
- Being fixated
- Poor decision making
- Apathy
- Slow reaction times
- Lethargy
- Moodiness
- Not communicating
- Nodding off

SLEEP DEPRIVATION AND THE E.V.O.



Why is Driver Fatigue a Problem ?

- Staying alert is crucial for EVO
- Fatigued drivers have slower reaction times
- Driver Fatigue can “KILL YOU”
- 12% of all fatal crashes



SLEEP DEPRIVATION AND THE E.V.O.

Fatigue and other factors

- Alcohol
- Speed
- Over the counter medications



SLEEP DEPRIVATION AND E.V.O.

What Causes Driver Fatigue?

- Sleep loss & Sleep debt
- Sleep disorders
 - Insomnia, Sleep Apnea, Narcolepsy
- Circadian Rhythms



SLEEP DEPRIVATION AND THE E.V.O.

How can I improve my alertness?

- Get plenty of sleep the night before shift
- Take breaks and nap
- Get fresh air into your vehicle
- Stay hydrated
- Share the driving
- Avoid medications that make you drowsy



EMOTIONAL DRIVERS

- Aggressive drivers/Road rage
- Response to siren
- Call type
- State of mind/Outside influences
- Shift dynamic/communication skills



DEPARTMENT RISK CONTROLS

MCFRS Risk Controls

- MVA driver records screening
- MVA Flagging program
- EVOC & Class "A" & "B" Driver Courses
- Driver Training
- Remedial Training/Collision review
- Driver Refresher & Recertification Training
- Policies and Procedures



INTERSECTION PRACTICES

- Intersections are the locations where the largest percentage of major accidents involving emergency vehicles occurs. Even with the use of warning devices, intersections pose a serious threat to the safety of both emergency service personnel as well as the general public. All emergency service organizations should adopt and practice intersection operating guidelines during all emergency responses. Standard Operating Guidelines should meet the following recommended practices at a minimum.



INTERSECTION PRACTICES

Controlled Intersections

- An intersection controlled by a stop sign, yield sign, yellow traffic light, or a red traffic light requires **Prudent Action** by the emergency vehicle driver. The following steps should be taken:
- Do not rely on warning devices to clear traffic.
- Scan the intersection for possible hazards (right turns on red, pedestrians, vehicles traveling fast etc.) as well as driver options.



INTERSECTION PRACTICES

- Begin to slow down well before reaching the intersection and cover the brake pedal with the driver's foot, continue to scan in four directions (left, right, front, back).
- Change the siren cadence not less than 200 feet from the intersection.



INTERSECTION PRACTICES

- If traffic in all lanes can not be accounted for, the driver should bring the vehicle to a complete stop. If the driver proceeds past a control device with a negative right-of-way without coming to a complete stop,
- The Tiller person is another set of eyes. They should be scanning also.



INTERSECTION PRACTICES

Controlled Intersection

- Scan intersection for possible passing options (pass on right, left, wait, etc.) avoid using the opposing lane of traffic if at all possible.



INTERSECTION PRACTICES

- Establish eye contact with other vehicle drivers; have partner communicate all is clear; reconfirm all other vehicles are stopped.
- Account for traffic one lane at a time, treating each lane as a separate intersection.



INTERSECTION PRACTICES

Uncontrolled intersections

Any intersection without a control device (stop sign, yield, or traffic signal) in the direction of travel of the emergency vehicle or where a traffic control signal is green upon the approach of the emergency vehicle, all emergency vehicle drivers should do the following:



INTERSECTION PRACTICES

Uncontrolled intersections

- Slow down if any potential hazards are detected and cover the brake pedal with the driver's foot.
- Change the siren cadence not less than 200 feet from the intersection.
- Avoid using the opposing lane of traffic if at all possible.



INTERSECTION PRACTICES

Reading the Intersection

- Traffic Lights/Traffic control devices
- Lane configuration
- Traffic flow
- Yield Areas
- Lane of least resistance
- Obstructions/ Large vehicles



INTERSECTION PRACTICES

Eight Signs for Intersection Safety

- Don't rely on warning devices to clear traffic
- Scan intersections for potential hazards
- Begin to slow down well before the intersection and cover the brake
- Change the siren cadence 200 ft from the intersection



INTERSECTION PRACTICES

Eight Signs for Intersection Safety

- Scan intersection for possible passing options, avoid using the opposing lane
- Stop the vehicle if you cannot account for all lanes of traffic
- Establish eye contact with other drivers
- Treat each lane of traffic as a separate intersection

INTERSECTION PRACTICES

Reading Intersections



INTERSECTION PRACTICES



INTERSECTION PRACTICES



INTERSECTION PRACTICES

BLIND INTERSECTIONS



IF YOU CAN'T SEE THEM, THEY CAN'T SEE YOU!

TRAFFIC LANES

- Traffic Travel Lanes are not created equally



TRAFFIC LANES

- Traffic Travel Lanes are not created equally



TRAFFIC LANES



TRAFFIC LANES



TRAFFIC LANES

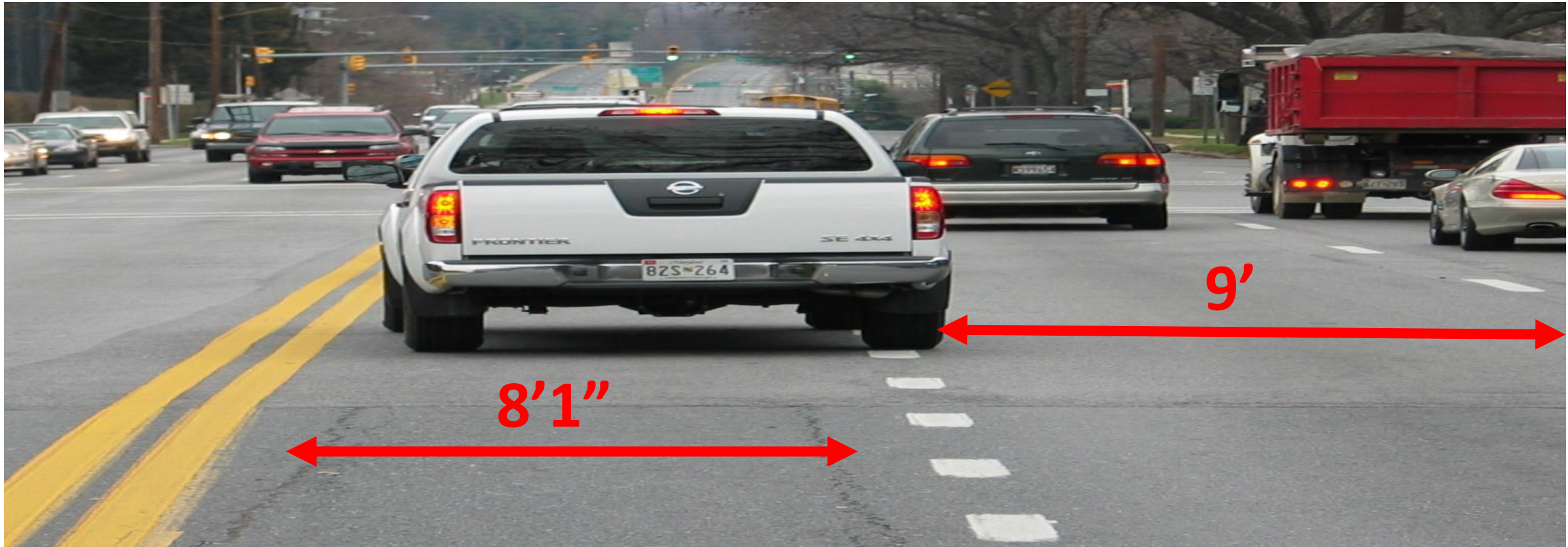


TRAFFIC LANES

Turn Lanes
are often
smaller in
width than
travel lanes



TRAFFIC LANES



TRAFFIC LANES

What do you do when
there is no room for your
unit?



TRAFFIC LANES



ANGLE OF DEPARTURE

Use caution on sloped
driveways
Going in and departing



ANGLE OF DEPARTURE

Due to the size of our apparatus, sloped driveways pose a risk of the undercarriage dragging.



ANGLE OF DEPARTURE

The more the overhang of the body
from the rear axle;
the greater the risk of dragging the
undercarriage



ANGLE OF DEPARTURE



REVIEW



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